

1907: A BUSINESS REVIEW.

A general retrospect of the trade year is made in the leading article. Below we give a summary of returns under special headings, which have been collected from authoritative sources.

EXCHANGE.

There is nothing more interesting to the Hongkong resident than the fluctuations of exchange, which affect all, the sterling paid man as well as the man paid in local currency. The rise and fall in the value of the dollar is watched with the interest of a nurse following the temperature chart of a feverish patient. The leading article refers to the way it has affected business generally. A specialist informs us as follows:—At the beginning of 1907 our dollar was worth 2/3 3/4, but yesterday it had an exchange value of only 1/2. The main reason for the decline of silver we must attribute to the reports of famine in India, and the consequent reluctance of the Government there to add more to their already large stock. A reliable circular gives the total shipments of silver from London to India in 1906 as £15,203,306. Up to November of the year mentioned they were worth £13,840,296, while to November of 1907 they reached £10,133,04. Another reason of the decline was the financial crisis in America and the consequent difficulties in all commercial centres.

The year opened with a T.T. rate of 2/3 3/4, silver standing at 32 3/8, which gradually dropped until the Chinese New Year when the T.T. rate stood at 2/3 1/2 and the price of silver at 31 1/2. The rate remained steady at this quotation until about the middle of March, from which date it fell, standing on April 5th at 2/0 7/8. Then an upward movement commenced, rates gradually but steadily rising with constant fluctuation, until 2/1 was touched on August 3rd. Then there was a gradual decline during August and September until October 8th, when the rate quoted was 2/2. The remaining days of October saw rates tumbling away. In November again they fell to a lower range, and were still declining to December 5th, when 2/1 vanished. The month of December was one of rapid decline, for on the 23rd we find the dollar quoted at 1/9 1/2, and silver at 2/1. Latest quotations appear elsewhere, in their usual place.

RAW COTTON.

For some years past the trade in Indian raw cotton has been gradually dwindling. Owing to the large influx of the lower counts of Indian spinnings, and their comparative cheapness, the natives in the interior find it more profitable to purchase the ready made article than to invest in the dearer raw material and waste time and money in spinning it. What little Indian cotton goes into the country is used for the most part in mixing with the indigenous product for quilting and padding purpose. We give below the sales of Indian cotton in the local market during the last seven years.

1901	6065 bales.
1902	17538
1903	9447 "
1904	4483 "
1905	9307 "
1906	4250 "
1907	5643 "

TARN.

The last twelve months may be pronounced one of the worst yarn import years. The Colony has experienced, and while there was a falling off of nearly 50 per cent. in receipts, there was an increase in consumption of over 59 per cent. Imports to Hongkong amounted to 146,395 bales as against 263,869 bales in 1906, while sales aggregated 137,668 bales as against 81,818 bales. This increase in the year's sales is not surprising when we take into consideration the drawbacks for the latter half of the former year, as the poor condition of the country and local markets, the entire cessation of business from August to November, and ultimately the failure of all but four of the fifteen yarn dealing hongs. During 1907 there has been a very material falling off in receipts, and with the exception of a few spasmodic efforts at briskness, prices not only failed to respond to the enhanced cost at Bombay, but more or less steadily declined, and there is little doubt that they would have ruled lower were it not for a certain steadiness on the part of some large importers consequent on reduced exports from India and frequent assistance from Shanghai. It was seldom that the demand afforded importers opportunity for regulating selling rates with costs, the dealers mostly confining their small and dragging purchases to actual requirements. Tightness of money, loss of credit in native circles caused by the heavy failures of 1906, the general disorganisation of trade in the Southern Provinces of China and the decline in exchange are the causes for depression of imports during the year, N.G.S. opened with a quotation of \$31.3 for No. 10 yarn, the price ruling at the close being \$31.93. The exchange in India for the latter period stood at the beginning of the year of Rs. 167 and at the end at Rs. 135. During the period under review orders have been sufficient to keep most mills running from 12 to 14 hours a day. At the end of June there were in all India 224 mills working and in course of erection, running 5,333,275 spindles and 58,436 looms, employing on an average 205,696 hands daily. Of these 224 mills Bombay Island alone claims 55, running 2,618,488 spindles and 31,882 looms, and employing on an average about 100,000 hands daily. Fears were entertained about this time of a serious relapse consequent on the prevalent depression of the trade throughout the world. But the ebbtide boom in American cotton depressed them and there was an influx of orders from Manchester and Europe. Then a considerable quantity of superior grades of No. 10s and 20s, lying neglected in the local market, were reshipped to Bombay, where European buyers purchased them at a large advance on the prices ruling locally. The year closed with a little better inquiry in the local market, but only small sales are reported, dealers having set their offers far too low to lead to any general business.

MATTING.

The total export of 1907 is estimated at about 500,000 rolls of Tungkuu and Liutan Mattings, and about 40,000 rolls of Mats and Carpets. Although these figures are not behind those of former years and prices paid by exporters on a general average were fairly good, the season 1907 has hardly been a profitable one for the Matting dealers. Owing to an unprecedented rise of wages for the weavers, especially in Tungkuu, caused by a sharp competition among the manufacturers themselves, many of the latter are suffering considerable losses. To aggravate the unfavourable conditions of the trade heavy floods in Liutan destroyed large quantities of straw and wrought great havoc in some of the factories. Good Matting straw has consequently been scarce; furthermore the hempen mats used as warps are very dear and manufacturers now have to quote prices which are almost beyond the reach of buyers; and yet the quality of Matting on an average needs improvement. There seems to be but little chance for a change for the better in the near future. The demand from markets is very slack as a consequence of the strained financial conditions in various countries, especially the United States of America, where the bulk of the China Matting production is exported.

TEA.

Business has been rather bad for tea in the trade as a whole, for although at certain seasons there has been a good demand for a particular class of goods, there has been a lack of that steady consumption and consequent enquiry for the more staple articles. On the surface there seems to have been little reason for such quiet state of affairs. Stocks in Hongkong have been light, currency prices, owing to a favourable exchange, have been comparatively low notwithstanding the high rates at home, and there have been no circumstances of any special nature to restrict demand from the country. That there has been little demand is therefore hard to understand, but the absence of it has led to the dealers buying from hand to mouth, lacking as they did any encouragement to buy in quantity for future delivery. This, and restricted credits from the native banks, have altogether checked much of the speculation which had been going on, and leaves the trade in a much healthier position to deal with real demand when it does arise as it is to be hoped it will do soon. Grey and White Goods have been the greatest sufferers from the depression. Fancies have been required for more, but demand has generally been for spot cargo, and orders have been as a rule difficult to obtain.

CASSIA.

The demand for this commodity has been fairly good during the year and the total exports so far are estimated at from 40,000 to 45,000 piculs of Cassia, whole and broken. Though many of the transactions in this article nowadays are done on a speculative basis both by the Chinese dealers and foreign exporters, prices remained fairly steady throughout the season, and beyond a general complaint of shipments frequently arriving at their destination short of weight, the Cassia trade in 1907 shows hardly any special feature, with the exception perhaps that the quality standard has again been lowered, and has now arrived on such a low level that it almost constitutes a danger to the sound continuance of the trade in general. The colour of the Cassia this season leaves much to be desired, it being too dark, the result of careless handling in the producing districts, where the quills are not properly scraped; and in most instances the weight of the Cassia is fraudulently increased by moistening it. Exporters have frequently pointed out this to the Chinese Cassia Guild, asking them to stop the practice. The members of the guild have promised to do their best to remedy the evil, but so far their efforts seem to have had no effect. Although demand has fallen off lately, prices are tending upwards at present, owing to rapidly decreasing stocks.

SILVER.

It was the American boycott which paved a way into the market for Australian flour, and the demand both for European and American active.

A few weeks later demand was falling off and prices declined considerably till the Chinese New Year. After the holidays a reaction set in and prices regained the lost ground, the highest point for old season's silk being reached at the end of March. Stocks of old season's silk being practically exhausted, large contracts in new season's silk were made for Europe and America, which strengthened the market for the next few weeks. The first two Canton crops being exceptionally big, and Japan and Europe promising also good crops the demand fell off and prices declined steadily up to the middle of July, when the demand improved, and the small quantities which first found their way to the East gradually increased. Last year the total shipments were about 1,200,000 sacks, some 80 per cent more than the total shipments of the previous year. The high shipping freights at present prevailing on the Australian run, however, will probably prove a drawback to the trade, and will at the same time assist American shippers who can land their flour at Hongkong seven shillings a ton cheaper than those connected with the trade in Australia and incidentally can sell the commodity at a cheaper rate. At present there are only some 5,000 or 60,000 sacks of Australian flour in the Colony, and prospects for the coming year are not bright as it is expected that most of this year's harvest will be required for home consumption.

BENGAL OPium.

The feature of the year has been the decision of the Indian Government to reduce the quantity sold monthly by auction, from 440 chests per month to 400 chests, from July last in order to meet the wishes of the Chinese Government in their alleged desire to reduce and ultimately put a stop to opium smoking. The Chinese Government have on their part closed the opium dens in various cities, and the officials have, in order to make money out of the situation, attempted to establish a monopoly for the sale of opium, which, thanks to the vigilance of the British Authorities, has so far failed. The trade has not been profitable; prices fluctuated heavily, and the violent decline in silver towards the close of the year has completely disorganized the market. Closing quotations are \$815 for Patna and \$885 for Benares.

Mulana Opium. There is nothing special to report. Prices for 2 years drug close at \$900, and for oldest at \$1000.

Persian Opium. The bulk of this drug is consumed in Formosa. The demand for consumption in China has fallen off very considerably. Best quality is quoted at \$850.

RICE.

There was a brisk demand for foreign rice in China during last year, the shipments from Saigon alone reaching nearly nine million piculs. The total shipments, when returns are completed, will probably exceed those of 1906, which showed an increase of nearly 25 per cent. Saigon's total exports of this commodity in the former year were exceeded last year by her shipments to Hongkong and China. In 1906, 8,791,109 piculs were shipped from the French port, whereas last year the total shipments were 16,942,000 piculs, 7,073,100 of which came to Hongkong, while Swatow took 580,400 piculs, Tientsin, 308,200; Foochow, 67,700; Shanghai, 780,000; Ningpo, 97,000; the Philippines, over 1,500,000, and Japan about the same quantity. The German steamers "Anglin" and "Wongkai" and the Japanese "Amoy," "Swatow," "Foochow," "Ningpo," "Shanghai," "Tientsin," and "Japan," and charters began to exchange have been enabled to quote lower prices, and thus the year closed with bright prospects for the trade. The latest reports show charters settled at Saigon for 143,000 piculs to Hongkong and 67,000 to Singapore. The German steamers "Anglin" and "Wongkai" secured charters for Hongkong at 12½ cents and 12 cents per picul respectively for 86,000 piculs each; the British steamer "Talimahabu" settled for 96,000 piculs at 10 cents and the British steamer "Derwent" \$5,000 at 8 cents.

KEROSENE OIL, PETROLEUM AND BY-PRODUCTS.

While the increase in gallonage for the total territory of all brands of kerosene oil for the year 1907 over 1906 is about 18 per cent, the increase in the Standard Oil Company's output over that of last year is 22 per cent. There was a marked increase in 1906 over 1905, the latter year being when the boycott was so strong, as well as in the first part of 1906. Lubricants, wax and other by-products show a marked and satisfactory increase in 1907 over the preceding year.

COAL.

The Coal market for the year has not been so active as was expected. Japanese Coal, which is the chief import into the Colony has been very weak during the whole year save the last two months or so when there was a rise in all grades in Japan, producers holding out for much higher prices. This hardening was further accentuated by the recent fall in silver which has much increased the Dollar price of Coal to the consumer. Besides the contracts duly entered into between the parties concerned during the early part of March saw the better feeling in the market still further accentuated, Saigon and Hongkong freights gradually working their way up from fifteen to nineteen cents with option of Coal at rates ranging between seventeen and twenty-one cents. Jayness tonnage, which up to January of last year practically never had compete in the Saigon market, were introduced and started to enter the field, generally accepting lower rates than those accepted by other competitors, and thereby checking the healthy improvement of the market. Unabated activity continued at the beginning of April, after which the demand gradually decreased, from sales falling off, with the result that the freight market was weakened, rates dropping to 25 cents and Japanese steamers accepting as low as 9 cents. To the Philippines several fixtures were effected at good rates, and business to the northern ports was well maintained, the enquiry however gradually falling off as time went on. During the month of May freights were unsatisfactory from an owner's point of view. The only ones improving were those for coal from Japan which rose to \$2.55 for shallow draft steamers of about 2,000 tons from Moji to Canton, and to \$2.65 from Wakamatsu. Freights from Saigon to Hongkong had, by the middle of June, dropped to about ten cents; Saigon to the Philippines was done at 25 cents, and coal freights from Japan kept steady with ample demand at about \$2.60 to Canton and \$1.80 to Hongkong. Although rates continued low during July fixtures were numerous, and quite a number were effected in the first half of August with Saigon, Hongkong freights rising to 17½ and 18 cents, while there was an improved rate to the Philippines of 24 and 25 cents. Towards the end of the month, however, the market took a turn for the worse, rates still showing a downward tendency in the months of September and October, and although numerous charters were effected during November and December, rates still continued low. Local charters are more confident of the coming year, however, and no serious failures are feared locally, the general idea being that the bottom of the market has been reached.

SUNDRIES.

The Sundries trade has to a great extent shared the depression which has been a feature of all other business in the colony. Many causes have contributed to this, the chief of which are as follows:

Firally, the rise in prices at home, only partially compensated by the high exchange. Secondly, the lack of purchasing power of the Chinese.

Thirdly, the increased discount on Chinese coins.

Fourthly, the departure of Viceroy Shum from Canton. [See explanation below.—Ed.]

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Bangkok, (Siam). 132

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Hongkong, 1st January, 1908. 131

FOR SHANGHAI YOKOHAMA, KOBE
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Captain J. G. Olifent, will be despatched for the above Ports on MONDAY, the 6th inst., at Noon.

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For Freight or Passage, apply to—

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Hongkong, 1st January, 1908. 133

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Hongkong, 1st January, 1908. 2

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Hongkong, 1st January, 1908. 4

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Hongkong, 1st January, 1908. 18

NOTICE.

CHINA TRADERS' INSURANCE
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M R. C. MONTAGUE EDE has been
appointed SECRETARY of the Company

from the 1st January, 1908.

By Order of the Board,

W. J. SAUNDERS,

Secretary.

Hongkong, 1st January, 1908. 126

NOTICE.

M R. JOHANN GEORG LUDWIG
SCHROETER having retired from our
Firm, his interest and responsibility ceased
on the 31st December, 1907.

Mr. PAUL FRIEDRICH HERMANN
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admitted a partner and we have authorized
Mr. PETER HARTWIG N. LLENR to
Sign our Firm from this Date.

MEYER & CO.

Hongkong, Canton, Shanghai, Hankow

1st January, 1908. 129

NOTICE.

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FERD. BORNEMANN,

Hongkong, 1st January, 1908. 130

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By Order,

A. B. LOWE,

Secretary.

Hongkong, 31st December, 1907. 120

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Hongkong, 1st January, 1908. 102

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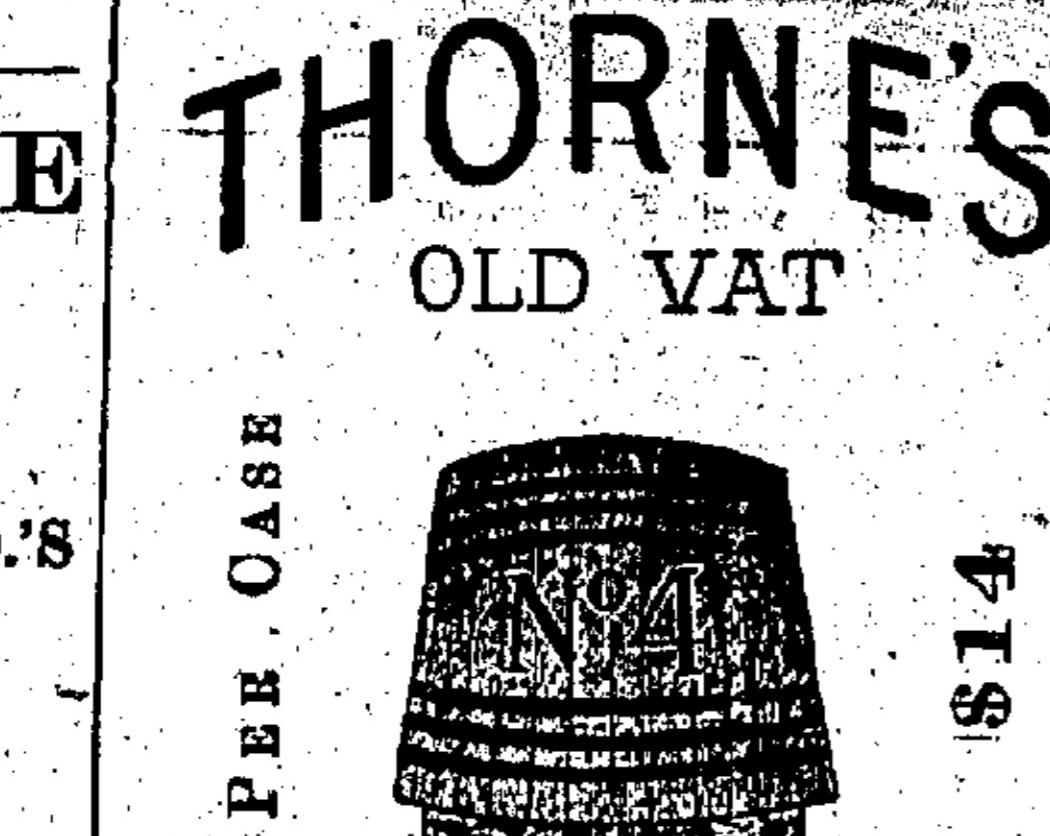
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"A hair found it very
good indeed."

SAVON & POUDRE SIMON

PARFUMS
Creme Simon Violette - Heliotrope
J. SIMON,
Chemists, Hairdressers, Perfumers and Stores.

813

GRIMAULT & C°
Medicinal Skin Soap



Recommended by eminent Dermatologists and adopted in the Paris Hospitals in the treatment of Ringworm, Acne, Psoriasis, Eczema and Skin diseases generally.

8, RUE VIVIENNE, 8
Paris

A good example is
set by those who regularly use

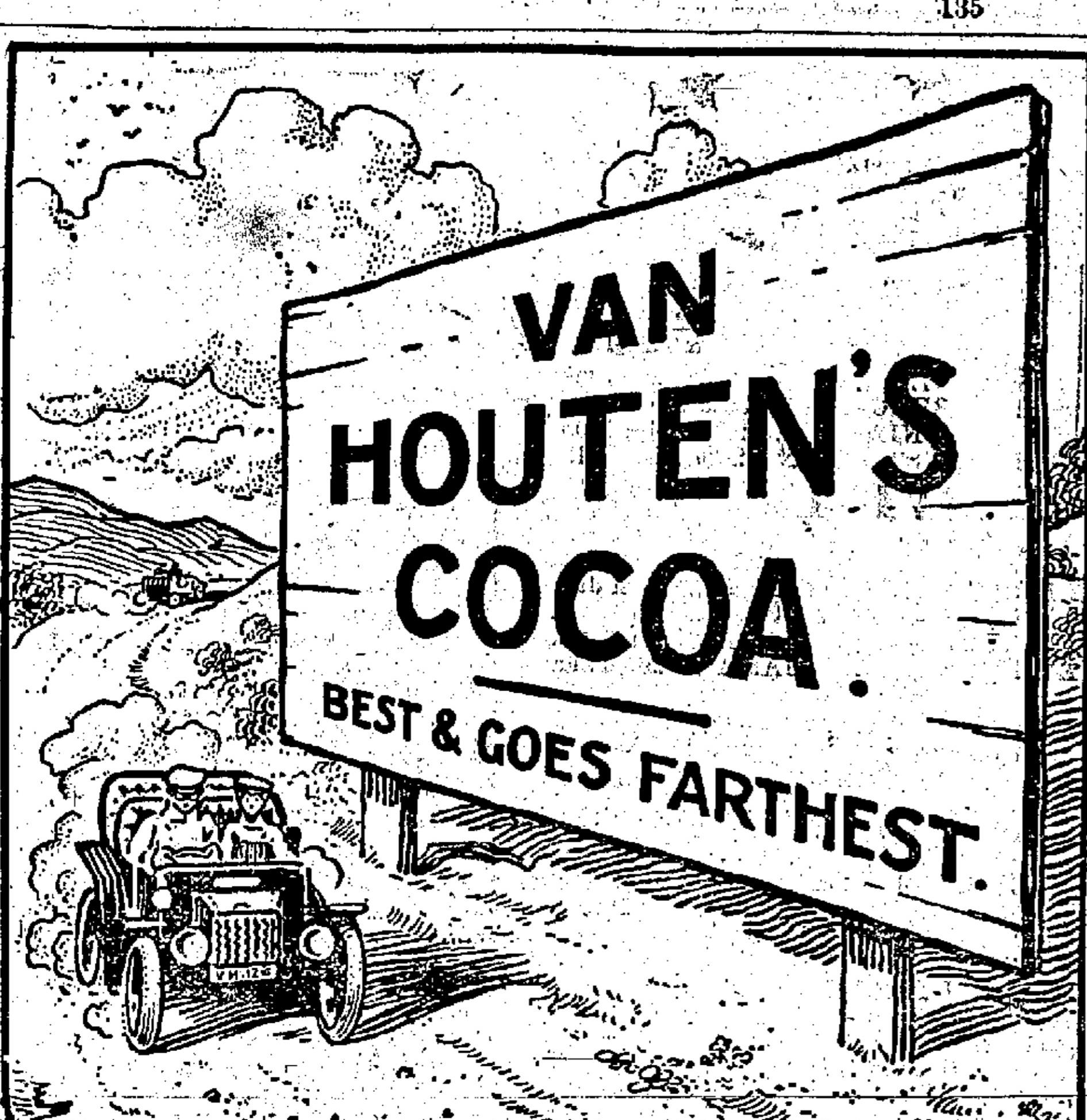
CALVERT'S
Carbolic Tooth Powder.

They evidently realize both the personal satisfaction and the hygienic importance of brushing their teeth to remove the food particles, etc., which collect on or between them.

Their experience tells them too, how well Calvert's Carbolic Tooth Powder aids the tooth-brush to do its work easily, thoroughly and pleasantly polishing the enamel, and, at the same time antiseptically cleansing wherever it goes. That is why more and more people use it every year.

Sold by local Chemists and Stores, in the well-known tins, also the new glass jar with sprinkler stopper. Made by F. C. Calvert & Co., Manchester, England.

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THE GERMAN BUDGET.

The North German Gazette publishes a complete summary of the Estimates for the next financial year, according to which the total receipts and the expenditure of the Empire will be each £137,502,920, or an increase on the current year of £7,683,388.

The chief items of the estimated ordinary expenditure are: The Reichstag, £102,921; the Imperial Chancellor and Chancery, £15,318; the Foreign Office, £27,457; Home Department, £18,863,930; administration of the Imperial Army, £26,594,517 (an increase on the current year of £2,562,789); Imperial Military Court of Justice, £28,925; administration of the Imperial Navy, £2,690,053 (representing an increase of £646,454); the Treasury, £15,424,167; Colonial Office, £94,957; Imperial Debt, £7,323,351; General Postage Fund, £5,346,777; Veterans Fund, £1,801,972; and postal and telegraphic service, £2,205,47.

The Estimates include the following non-recurring expenditure: Administration of the Imperial Army, £6,363,281; administration of the Imperial Navy, £2,299,450; Colonial Office, £2,259,459 (representing an increase over that of the previous year of £2,130,161).

The ordinary income is estimated as follows:

From taxes, Customs duties and tolls, £28,891,588 (an increase over last year of £23,517,165) from postal and telegraph services, £32,204,335 (an increase of £1,697,449); contributions of the States which constitute the Empire, £15,999,642 (an increase of £1,489,720).

Among the estimated extraordinary expenditure are the following items: For the administration of the Imperial Army, £2,131,215; for the Navy, £4,506,757 (an increase as compared with last year of £1,653,244); and Colonial Office, £10,000.

The chief item among the estimated extraordinary income is a loan for £13,025,304. The Imperial Debt on October 1, 1907, was £290,175,000, of which £293,000,000 was in 3% per cent., £88,175,000 in 3 p r cent., £8,000,000 in 3½ per cent., Treasury bills, and £2,000,000 in 4 per cent. Treasury Bills.

The chief difficulty presented by the Estimates lies in the problem as to what additional taxation can be imposed in order to provide the balance of income required by the Empire.

The political parties constituting the Bloc in the Reichstag will support the Government's military, naval, and Colonial policy, but they are not agreed on a very important point, namely, whence the money is to be obtained which the prosecution of this policy demands.

The Radical section will not sanction any taxation which increases the cost of living to the working class, and the Conservative and Agrarian sections object to the national policy being pursued at the expense only of the more wealthy classes.

The Clerical Party will probably on this subject take the views held by the Radicals.

DR. MORRISON ON CHINA.

Since he had come to this country he had noted a scepticism as to the sincerity of the progressive movement in China which seemed to him uncalled for.

But China for the Chinese, China to build her own railways, China to develop her own mines, China to take an interest in the administration of her own Maritime Customs—these were manifestations of an anti-foreign and reactionary spirit!

It was because of this movement along Western lines, this attempt of the Chinese to prove that ignorance which had been the source of all her conflicts with the West, that many of them must ask the question whether it was wise and politic of us to keep the sore ranking in North China, still to retain on Chinese soil in the north the English and the Indian regiments, as a perpetual reminder of the sin which China committed seven years ago.

All of you, if foreigners build the Peking line and you do not resist will lose your daily food!

If you do not resist and prevent this they will bring their soldiers and kill you. Before that time comes your tears will be wept dry, and your throats parched with grief, which is all in vain!

Tientsin Times.

LONDON'S WATER SUPPLY.

225 MILLION GALLONS A DAY WANTED.

The Metropolitan Water Board has been asked to consider the question of acquiring new sources of supply for London.

The outstanding facts as to the position may be gathered from the following statement:—

Average Population, Daily Supply, 1881 ... 4,331,612, 144 million gals. 1906-7 ... 6,851,045, 225 "

Increases ... 2,519,426 81

The population of the metropolis is increasing at an enormous rate, and the demand for water proportionately. The Works and Stores Committee have arrived at the following estimates for the guidance of the Board:—

Average Data. Population, Daily Supply, 1916 ... 8,031,00, 281 million gals. 1918 ... 10,428,000, 370 "

1920 ... 10,250,00, 370 "

They conclude by asking the board to adopt a series of resolutions. The chief of these is the following:

"That in the opinion of the board it is desirable to seek Parliamentary powers enabling them to provide additional supplies from the Thames for as long a period as is economically practicable."

CHINESE EXECUTIONS.

Peking, December 13. To-day for the first time probably in the history of the Chinese Empire an execution was carried out inside an enclosure to which only those who had duties to perform were admitted.

The comparison of the old spectacle and the new one of this day is interesting. Formerly the convicted ones were taken out into the street, where the execution took place in dilapidated Peking carts, the victims, dressed in the filthiest of rags, being exposed to the not too pitying crowd.

To-day the prisoners were either provided or allowed to provide themselves with meat clothing, some even having silk garments to wear.

Under the old regime the prisoners were led, or dragged, before the official who had charge of the execution. They finally condemned men, and then they were led down the street to another place where a small netting was placed over the head and the swordlike axe fell

then the head was carried back in the netting to be again seen by the official, being finally deposited alongside of the body. Each corpse was allowed to lie where it was struck down in full view or the next one to be executed. Encouraging and alarming executions were carried on at the same time and place.

There is no need to tell who a brutalising effect this had on the population of Peking. To-day saw the change in all this. It is a step to be placed alongside of the Prison Reform mentioned in the "Peking and Tientsin Times" of recent date.

Among those who were executed to-day were three women and almost a score of men.

SINGAPORE ELECTRIC TRAMWAYS.

The ordinary general meeting was held at the office, 19, St. Swithin's-lane, Sir Frank A. Swettenham, who presided, moved the adoption of the report covering the period from the inauguration of the company down to December 31 last. He expressed regret at the lateness of the meeting, and said that the board hoped to present the accounts earlier next year. The net result of the working of the business was a loss of £27,823, but this could not be regarded as any criterion of the prospects of the company. The board thought it satisfactory that the traffic receipts had already so increased that the payment of interest on the £250,000 of debentures was well assured. The position of the company had greatly improved during the first eight months of the current year as compared with the corresponding period of 1906. An important section of the tramways was still incomplete owing to negotiations which were being carried on with the municipality about the construction of a bridge over the Singapore River. The company had a lively competitor in the rickshaws, which, he hoped, would in course of time take their proper place as feeders of the company's system rather than as competitors. The company were sending out more cars to meet the demands of the increased traffic. A reduction had been made in the fares, and the results seemed to justify the board's policy in that respect. For a considerable time the demand of the municipality for electricity for power and light had been in excess of the minimum which had been fixed under the concession. The receipts per car mile had gradually risen, and the expenses per car mile had gradually gone down. Sir Charles Petrie seconded the motion, which after a short discussion, was adopted.

DAVID CORSA & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN CANVAS TARPAULING ARNOLD, KARBERG & CO. Sole Agents.

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by measurement 103,350 square feet. Crown Rent, \$338.00 per annum.

For further particulars, apply to

GOLDRING & BARLOW, Solicitors,
10, Queen's Road Central,
Hongkong, 12th September 1907. 144

STORAGE
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE Portions of MARINE LOTS Nos. 31 & 36 PRAYA EAST. Approximate AREA 13,000 SQUARE FT. 300 YEARS' LEASE. For particulars, apply—

GEO. FENWICK & CO. LTD.
Hongkong, 4th June, 1908.

MITSU BISHI GOSHIKAISHA
(MITSU BISHI CO.)

GOAL DEPARTMENT
MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices.

At ABC 5th Ed., Western Union Code used.

All Letters Addressed:

MANAGER: MITSU BISHI Co. with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU SHANGHAI, HONGKONG, & HANKOW.

AGE: 1908—

YOKOHAMA: Mr. ASAEDA, Esq.

CHINKIANG: Messrs. GEARING & CO.

MANILA: Messrs. MACONBEAT & CO.

SOLE PROPRIETORS: of Takashima

Ochi, Shiuwa, Namatsu and Kami-Yamada

Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Bituminous Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong,

No. 2, Pader Street.

THE NEW FRENCH REMEDY

TRADE THERAPION. MARK

is a successful and highly popular remedy, used in

the Cont'd. Hospital by Ricard, Rotan, Ichet, Velpeau

and others, combines all the desiderata to be sought in

a medicine of this kind, and surpasses everything hitherto

published in France.

THE THERAPION N° 1 is markedly

more effective than any other similar preparation.

the ordinary ointments, salves, plasters, lotions and

all dressings for which it is too much to say

that it is superior to all others.

This preparation of the French physician

has been used in France for many years.

THE THERAPION N° 2 is

for the cure of various diseases.

THE THERAPION N° 3 is

for the cure of various diseases.

THE THERAPION N° 4 is

for the cure of various diseases.

THE THERAPION N° 5 is

for the cure of various diseases.

THE THERAPION N° 6 is

for the cure of

SHIPPING.

ARRIVALS.
 AMOY, German str., 662. R. Plumbeck, 30th Dec.—Amoy 29th Dec., Ballast—Sandar, Wieland & Co.
 CHIYUEN, Chinese str., 1,177. C. Stewart, 31st December—Shanghai 28th Dec., General Chinese.
 DAPHNE, German str., 1,974. Schipper, 30th December—Sailor's Cross 25th November—China Commercial S.S. Co.
 GERMANIA, German str., 1,000. H. Flügel, 31st December—Sydney via Ports 24th Nov., Co-
 opera—Siemsen & Co.
 GLENCOE, British str., 2,399. W. T. Larkins, 31st December—Singapore 26th Dec., General—Seung Taik & Co.

HAINAN, British str., 636. A. J. Robson, 31st December—Swatow 30th Dec., General—Douglas, Lapraik & Co.
 HANGHAI, British str., 31st Dec.—Canton.
 HONGKONG MARU, Japanese str., 3,447. E. Bent, 31st Dec.—Manila 29th Dec., Manila and General—Tovo Kisan Kaisha.
 EUR, French str., 765. J. Pannier, 31st Dec.—Haiphong, Pakhoi, Hoibien and K.C. Wan 30th Dec., General—A. B. Marly.
 HUENCHOW, British str., 1,311. E. Feray, 31st December—Haiphong, Pakhoi and Hoibien 30th Dec., General—Butterfield & Co.
 LAIBANG, British str., 3,900. E. J. Tait, 31st Dec.—Calcutta Dec. 13th, and Straits 24th, General—Jardine, Matheson & Co.
 LOCKSMAN, German str., 1,657. W. Tambert, 31st December—Bangkok 17th December, Rice—Butterfield & Swire.
 PROMETHEUS, New str., 1,24. Cornelissen, 31st December—Bangkok 18th Dec., Rice and General—Nippon Yusen Kaisha.
 RUEZ, British str., 1,611. R. W. Almond, 30th December—Manila 28th Dec., General—Shewan, Tomes & Co.

CLEARANCES
 AT THE HARBOR MASTER'S OFFICE.
 31st December.
 Cheongshing, British str., for Weihaiwei.
 Chilaid, Norwegian str., for Bangkok.
 Devawengs, German str., for Swatow.
 Diamond, British str., for Singapore.
 Haizhu, British str., for Swatow.
 Konchuk, British str., for Hongkong.
 Kohsichang, German str., for Bangkok.
 Kueiyang, British str., for Hoichow.
 Eag-ar, Norwegian str., for Haiphong.
 Tatyuan, British str., for Manila.
 Yochon, British str., for Shanghai.
 York, German str., for Singapore.

DEPARTURES.
 31st December.
 ALBENA, German str., for Singapore.
 FOOCHOW, British str., for Shanghai.
 FOOSHUNG, British str., for Shanghai.
 GERMANY, German str., for Haiphong.
 HAICHING, British str., for Swatow.
 HOLSTEIN, German str., for Canton.
 KATHLEINE PARK, British str., for Karakau.
 MACMAON, British str., for Singapore.
 NICHIBEI MARU, Japanese str., for Canton.
 NICOMEDIA, German str., for Portland, Or.
 PHEANANG, German str., for Bangkok.
 PEIAMI, British str., for Klang.
 SHANTUNG, British str., for Soomabaya.
 ST. LUCIA, British str., for Shaughai.
 TEAN, British str., for Manila.

SHIPPING REPORTS.
 The British str. *Ebbi* reports: Moderate to fresh N.E. monsoon and rough sea all the way.
 The British str. *Hainan* reports: Fresh to strong monsoon and overcast cloudy weather, high sea.

VESSELS IN DOCK.
 December 31st.
 ABERDEEN DOCKS. *Lightning*.
 KOWLOON DOCKS—New Milled, Woolwich, Hainan, Kueichow, Likin, Pakha, Hengshan, COSMOPOLITA DOCKS—Chunyang.

VESSELS ON THE BERTH
 DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
 THE Company's Steamship:

"HAIMUN,"
 Captain A. J. Robson, will be despatched for the above Ports TOMORROW, the 2nd Jan., at 4 P.M.
 For Freight or Passage apply to
 DOUGLAS, LAPRAIK & CO., General Managers, Hongkong, 30th December, 1907. 2045

CHINA COMMERCIAL S.S. CO., LTD.
 FOR SALINA CRUZ, MEXICO.

THE Steamship
 "MARIE,"
 Capt. G. C. Christiansen, will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 4th Jan., at 5 P.M.

For Freight or Passage apply to
 CHINA COMMERCIAL S.S. CO., LTD., Hotel Mansions, Hongkong, 28th December, 1907. 2032

FOR KOBE.
 THE Steamship
 "NICHIBEI MARU,"
 Captain R. Minakawa, will be despatched for the above Port on SUNDAY, the 5th January, at 5 P.M.

For Freight, apply to
 THE MITSUI BUSSAN KAISHA, Hongkong, 31st December, 1907. 2045

TOYO KISEN KAISHA,
 SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, VIA JAPAN.
 PORTS (Karatsu, Kobe and Yokohama). With Liberty to call at Honolulu and Salina Cruz.

Steamers Tops
 "KAFATO MARU" 6,100. Some time in March 19th.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSUDA, Manager,
 York Building.

Hongkong, 27th December, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "L." midway between Hongkong and K. "S." in and those vessels berthed at the Kowloon Wharf "W." together with the number denoting the section.

1. From Green Island to the Harbour Master. 2. From Harbour Master to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit str.	—	H. S. Bradshaw	P. & O. S. N. Co.	To-morrow, at 5 P.M.
LONDON & ANTWERP VIA SUEZ CANAL	GLENAVON	Brit str.	—	McGREGOR BROS. & GOW	O. & S. N. Co.	On 9th inst.
LONDON &c. VIA USUAL PORTS, &c. CALL.	DELHI	Brit str.	—	J. D. Andrews, R.N.E.	MESSAGERIES MARITIMES	On 11th inst. at Noon.
MARSEILLES, &c. VIA PORTS OF CALL	ALMAND BEHIC	FRENSTR.	—	Filler	HAMBURG-AMERIKA LINIE	On 7th inst. at 1 P.M.
MARSEILLES, PAULMOUTH, HAVRE & HAMBURG, &c.	HABSBURG	GER str.	K. W.	v. Döhren	HAMBURG-AMERIKA LINIE	On 30th inst.
MARSEILLES, HAVRE & HAMBURG &c.	SCANDIA	GER str.	—	Wagner	HAMBURG-AMERIKA LINIE	Middle of January.
MARSEILLES, HAVRE & COPENHAGEN	SIAM	Swed str.	—	Deinat	HAMBURG-AMERIKA LINIE	On 4th February.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. FEED LABISZ	GER str.	—	Vahsel	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	ARAGONIA	GER str.	K. W.	Malchow	HAMBURG-AMERIKA LINIE	On 15th inst.
ANTWERP, ROTTERDAM & HAMBURG VIA STRAITS, &c.	VANDALIA	GER str.	K. W.	Habel	HAMBURG-AMERIKA LINIE	On 16th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	DORTMUND	GER str.	K. W.	J. Randermann	MELCHERS & CO.	On 14th February.
NAPLES, GENOA, ALGIERS, GIBRALTAR, &c.	INDRAPIURA	AM str.	—	SHEWAN TOMS & CO.	STANDARD OIL CO.	TO-day at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	ERROLL	Brit str.	—	—	CANADIAN PACIFIC R. CO.	On 20th inst.
BALTIMORE & NEW YORK	THOMPSON	AM str.	2 m.	—	CANADIAN PACIFIC R. CO.	About 25th inst.
EMPEROR OF INDIA	COWLEY	AM str.	1 m.	—	DODWELL & CO. LTD.	On 18th inst. at 4 P.M.
MONTEAIGE	DAVIS KISEN KAISHA	AM str.	1 m.	—	TO-YEAN KAISHA	On 29th inst. at Noon.
KUMERIC	CHINA COMMERCIAL S.S. CO.	AM str.	—	—	—	On 28th inst.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	CAKATO MABU	GER str.	—	DUTTERFIELD & SWIRE	—	Sometimes in March.
SALINA CRUZ, MEXICO VIA MOJI & JAPAN, &c.	MARIE	AM str.	—	MELCHERS & CO.	—	On 4th inst. at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	TAIWAN	AM str.	—	MITSUI BUSSAN KAISHA	—	On 10th inst.
AUSTRALIAN PORTS VIA MANILA	MANILA	AM str.	—	BUUTERFIELD & SWIRE	—	On 14th inst.
KOBE	NICHIBEI MARU	Jap str.	—	JAYA-CHINA-JAPAN LIJN	—	On 15th inst.
YOKOHAMA AND KOBE	CHINTUNG	Brit str.	—	DAVIN SASSON & CO. LTD.	—	On 16th inst.
TSINGTAO, SHANGHAI & CHINKIANG	TIJODAS	Dut str.	—	MESSAGERIES MARITIMES	—	On 17th inst.
SHANGHAI	KOWLOON	GER str.	—	JARDINE, MATHERSON & CO. LTD.	—	On 18th inst. at 10 A.M.
KIUKIANG	DOEKHUNG	Brit str.	—	—	HAMBURG-AMERIKA LINIE	On 19th inst. at 5 P.M.
HANGSANG	ZIETZY	GER str.	—	—	—	On 9th inst. at 4 P.M.
SKIAKG	ERROL	GER str.	—	—	—	Quick despatch.
JAPAN	DAVY	AM str.	—	—	—	To-morrow.
YARSA	SHAWMUT	AM str.	—	—	—	On 3rd inst. at 4 P.M.
CHOYSAK	SHAWMUT	AM str.	—	—	—	To-morrow, at Noon.
SAXONIA	SHAWMUT	AM str.	—	—	—	About 3rd inst.
PALAWAN	SHAWMUT	AM str.	—	—	—	On 6th inst.
PETRONIA	SHAWMUT	AM str.	—	—	—	On 7th inst. at Noon.
DEVANHA	SHAWMUT	AM str.	—	—	—	On 10th inst.
DAIJIN MARU	SHAWMUT	Jap str.	—	—	—	On 10th inst.
HAINUN	SHAWMUT	Brit str.	—	—	—	On 10th inst.
LOONGSANG	SHAWMUT	Brit str.	—	—	—	On 10th inst.
MANILA	SHAWMUT	Brit str.	—	—	—	On 10th inst.
MANILA	SHAWMUT	Brit str.	—	—	—	On 10th inst.
MANILA	SHAWMUT	Brit str.	—	—	—	On 10th inst.
CEBU & ILICIO	ZAFIRO	Brit str.	—	—	—	On 10th inst.
CEBU & ILICIO	ZAFIRO	Brit str.	—	—	—	On 10th inst.
KUDAT & SANDAKAN	SUNGJANG	AM str.	—	—	—	On 10th inst.
BOMBAY VIA SINGAPORE & PENANG	BONBO	Ital str.	—	—	—	On 10th inst.
SINGAPORE, PENANG & CALCUTTA	CAPRI	Brit str.	—	—	—	On 10th inst.
SINGAPORE, PENANG & CALCUTTA	KUITSANG	Brit str.	—	—	—	On 10th inst.
SINGAPORE, PENANG & CALCUTTA	LAIBANG	Brit str.	—	—	—	On 10th inst.
SAMARANG & SOERABAIA	TJINANAS	Dut str.	—	Pander	JAVA-CHINA-JAPAN LIJN	On 10th inst.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA**STEAMSHIP COMPANY, LIMITED**

Steamers to Manilla.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGER.

Hongkong, 1st January, 1908.

NORTHERN PACIFIC LINE.**BOSTON STEAMSHIP COMPANY.**

CONNECTING AT TACOMA WITH

NOETHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA VIA

MOJI, KOBE AND YOKOHAMA,

Steamers	Tons.	Captain.	Sailing Date.
KUMERIC	6,222	Cowley	On 28th January, 1908.
SHAWMUT	9,606	E. V. Roberts	On 21st February, 1908.
TREMONT	9,606	T. W. Garlick	On 17th March, 1908.
SUVERIC	6,222	W. Shotton	On 9th April, 1908.

* Cargo only.

CHEAP FARES, EXCELLENT

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP	NYANZA	5 P.M. 2nd Jan.	Freight and Passage.
VIA SINGAPORE	Capt. H. S. Bradshaw	{	
PENANG, COLOMBO, PORT		Jan.	
SAYD and MARBLE LINES			
SHANGHAI, MOJI, KOBE	PALAWAN	About 5th Jan.	Freight and Passage.
and YOKOHAMA	Capt. C. R. Longden, R.N.R.		
SHANGHAI	DEVANHA	About 10th Jan.	Freight and Passage.
Capt. T. H. Hide, R.N.R.			
LONDON VIA USUAL PORTS	DELHI	Noon, 11th Jan.	See Special Advertisement.
OF CALL	Capt. J. D. Andrews, R.N.R.		

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st January, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT		
DARWIN, THURSDAY ISLAND,		
COOK TOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY, HOBART, LAUNCE-	"TAIYUAN"	On 1st Jan., 10 A.M.
STON, NEW ZEALAND,		
MELBOURNE, ADELAIDE,		
SHANGHAI	"KIUKIANG"	On 3rd Jan., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 3rd Jan., 4 P.M.
MANILA	"TAMING"	On 7th Jan., 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 9th Jan., 4 P.M.
CEBU and ILOILO	"BUNGKIANG"	On 15th Jan., 4 P.M.
* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
* Taking Cargo and Passengers at through rates to all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	BUTTERFIELD & SWIRE AGENTS.	11
For Freight or Passage, apply to		
Hongkong, 1st January, 1908.		

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK.
SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.**

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"PETRONIA"	On 10th January.
MARSEILLES, HAVRE, and COPENHAGEN	"SIAM"	Middle of January.

For Further Particulars, apply to

MELCHERS & CO., AGENTS.

**NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"YORCK"	Wed'day, 1st Jan., at NOON.
CAPT. J. RANDEMANN		
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"ZIETEN"	About Friday, 3rd January.
CAPT. F. PROSCH		
MANILA, FREIDE, WILHELMSHAFEN, SIMPSONSHAFEN, SAMARAI, BRISBANE, SYDNEY, and MELBOURNE	"MANILA"	Saturday, 4th Jan., at 10 A.M.
CAPT. MINSEN		
KUDAT and SANDAKAN	"BORNEO"	Middle of January.
CAPT. F. SEMBELL		

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st January, 1908.

OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TAMSUI via SWATOW { "DAIJIN MARU" AND AMOY }	SUNDAY, 5th Jan., at 10 A.M.	

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 1st January, 1908.

T. ARIMA, Manager.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA	Second half of Dec.	JAVA PORTS	First half of Jan.
TJIMAH...	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS...	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIKINI...	JAPAN	First half of Jan.	JAVA PORTS	Second half of Jan.
TJILATJAP...	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.
TJILIWONG...	JAVA	First half of Feb.	JAPAN	First half of Feb.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

YORK BUILDINGS, 1ST FLOOR.

HONGKONG, 23RD DECEMBER, 1907.

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND STRAITS.

THE Steamship

"CARNARVONSHIRE"

Capt. G. W. Jackson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on board.

From London, &c., ex s.s. "Victoria."

From Persian Gulf ex s.s. "B. I. S. N. & B. & P. S. N. Co.'s Steamers."

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 2nd Jan., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 27th December, 1907.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at TRAMP RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on board.

From London, &c., ex s.s. "Victoria."

From Persian Gulf ex s.s. "B. I. S. N. & B. & P. S. N. Co.'s Steamers."

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 2nd Jan., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 27th December, 1907.

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HAESBURG"

Captain Filler, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before To-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Jan., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 25th December, 1907.

S.S. "SALAZIE,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London

ex s.s. "Douro" and "Cordouan" from Bordeaux ex s.s. "Ville de Bordeaux" from Valtry ex s.s. "Niger" in connection with the above Steamship are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained immediately after landing.

POST OFFICE NOTICE

NEW YEAR'S HOLIDAYS

To-day and to-morrow, the 1st and 2nd January, 1908 are to be observed as Public Holidays. The Post Office will be open on each day from 8.00 a.m. to 9.00 a.m. only. There will be one delivery of letters and one collection as on Sundays. The Mount Order Office will be entirely closed.

The *Zieten*, with the German mail of the 3rd December, left Singapore on Saturday, the 28th Dec., at 6 p.m. and may be expected here to-morrow.

The *Yarra*, with the French mail of the 6th December, left Singapore on Monday, the 20th December, at 6 p.m. and may be expected here on or about Monday, the 6th instant.

This packet brings replies to letters despatched from Hongkong on the 2nd November.

FOR

P.M.

DATE

Anony. Straits and Rangoon	Wednesday, 1st	9.00 A.M.
Shanghai	Thursday, 2nd	9.00 A.M.
British	Friday, 3rd	9.00 A.M.
Singapore, Penang and Colombo	Thursday, 2nd	9.00 A.M.
Moji	Thursday, 2nd	9.00 A.M.
Swatow, Amoy and Foochow	Thursday, 2nd	9.00 A.M.
Quing Chow Wan, Hoikow, Pakho and Haiphong	Friday, 3rd	9.00 A.M.
Singapore, Penang and Calcutta	Friday, 3rd	11.00 A.M.
Macao	Friday, 3rd	1.45 P.M.
Durban	Friday, 3rd	2.00 P.M.
Singapore, Penang, Madras, Colombo & Bombay	Friday, 3rd	3.00 P.M.
Cebu and Iloilo	Friday, 3rd	3.00 P.M.
Manila	Friday, 3rd	3.00 P.M.
Manila, Simpsonhafen, Friedrich Wilhelms-hafen, Herbertshafen, Matapi, Samarai, Brisbane, Sydney, Melbourne, Adelaide, Perth and Fremantle	Saturday, 4th	9.00 A.M.
Manila	Rubi	Saturday, 4th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Saturday, 4th	10.30 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	Saturday, 4th	11.15 A.M.
Registration, KOBE	Saturday, 4th	10.00 A.M.
B.O. No late fee.	Saturday, 4th	11.30 A.M.
Letters, 1.15 P.M.	Saturday, 4th	1.15 P.M.
Macao	Sui Tui	Saturday, 4th, 1.15 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Macao

Hongkong Maru

Rubi

Sui Tui

XMAS NOVELIEST.
NOW ON SHOW.
TOM SMITH'S CRACKERS,
CADBURY'S CHOCOLATES (ASSORTED),
PASCALL'S CONFECTIONERY OF
DIFFERENT VARIETIES.

FRENCH CRYSTALIZED FRUITS.

TOYS AND DOLLS

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS,
No. 5, D'AGUILAR STREET, HONGKONG.

40

FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks of Piles, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea Water; as well as for Protection of all exposed Woodwork

USE ONLY

KENNON'S TEREDO-PROOF

AND

WOOD-ARMOR PAINT

A perfect Wood Preservative and insoluble Paint, gives in Sea-Water ABSOLUTE PROTECTION against the "Teredo" and all other Marine-lice Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For prices and further information apply to

GEBRUDER ROESE, (Reese Brothers) Swatow.

General Agents for the Far East.

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TO-DAY.

Children's Sport, Kowloon Cricket Club, 2.15 P.M.
At the City Hall, 9 p.m., Pollard's Lilliputian Opera Co., "La Poupee."

TO-MORROW.

At the Catholic Union's Promises, 5.30 p.m., Christmas Entertainment, "Love in Lotus Land."

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

December 31st.

ARRIVED

Per Hainan, from Swatow, Mr. Bernard.

Per Leisang, from Celebia, &c., Mr. Woodhouse.

Per Rubi, from Manila, Major and Mrs. Rosenthal, Mr. and Mrs. Cook, Major E. L. Annesley, and Mr. F. Keller.

Per Hongkong Maru, from Manila, Mr. and Mrs. G. A. Ferguson, Mr. and Mrs. W. F. Robertson, Mr. and Mrs. G. B. Adams, Mr. and Mrs. E. S. Wright, Mr. and Mrs. C. F. Veasey, Mr. and Mrs. Robert Holmes, Mr. and Mrs. A. McElroy, Mrs. H. Minor, Misses Anna and Robertson, Mary Robertson, E. M. Batten, and Irma J. Schokke, Dr. P. R. Taylor, Dr. W. D. Shelly, Major W. H. Anderson, Lt.-Comdr. J. L. Jayne, U.S.A., Major Henry D. Hawkhurst, Master J. Robertson, Messrs. John R. Watson, David Robertson, E. H. Ham, M. L. Stewart, John Florente, and H. B. Pond.

Per York for Hongkong, from Yokohama, Mr. G. Mills, and Mr. Pokwan; from Kobe, Messrs. G. Mills, and Mr. Fiedler, H. Yamamoto, I. Yagi, Yanagita, J. Murakami, K. Tamiyama, T. Matsumoto, S. Kitamura, I. Takeda, Y. Takino, K. Yamamoto, and R. Shizuka, Mrs. and Miss F. Matsuo; from Nagasaki, Messrs. S. Iwana and N. Otake, Mr. and Mrs. Z. Taura, Mr. and Mrs. B. Sizing, and Mrs. Kito Nakamura and child, from Shanghai; Mr. and Mrs. Banchee, Mr. and Mrs. N. Cope, Mrs. and Miss G. F. R. de Souza, child and unab., Misses Baden, Steiger, and H. N. Reid and child, Messrs. W. Peal, Backhouse, Cecil Holliday, A. Haunt, Kastrop, S. Michael, T. H. Edgar and family, and H. Hamaguchi; for Singapore, from Nagasaki, Mr. and Mrs. C. Kimura, Mrs. Matsuo Hyagashi, Mrs. Mitani Ito, Miss Denby, Colonel J. M. Denny, and Mr. Konishi; from Shanghai, Messrs. J. H. Barr, A. B. Howett, Rosenfeld and Diener; for Naples or Genoa, Genoa, from Yokohama; Mr. and Mrs. E. W. Lake, and Mr. Takara Hosino; from Shanghai, Mr. and Mrs. Konosu Peter, Mr. and Mrs. M. Morrison; for Sydney, from Yokohama, Mr. and Mrs. M. Morrison; for Hamburg, from Shanghai, Mr. Otto Anz, for Europe via Austr. or Amer. from Yokohama, Mr. Begegnauer Cremer; for London, from Yokohama, Mr. E. F. Wren; from Kobe, Misses King Wickenson, and J. C. Gillespie, Mr. Levy, Mr. T. J. Rossiter, and Mr. Ludwig, Prinz Heinrich, Telesnachus, Nera, Sindar, Jason, Ningpo, 25th Bengal, Bando, Indian, Malte, 25th Princess Alice, Behania, Saxon, Kamakura Maru, Sanuki Maru.

SUBSIDARY COINS.

per cent.

Chinese 20 cents pieces \$4.33 discount.

" 4.9 "

" 4.00 "

" 4.55 "

JOINT STOCK SHARE.

Hongkong, December 31st.

COMPANY.

PAID UP.

QUOTATIONS.

No mutual.

Bank

Hongkong & Shai.

\$125.

\$725, sales

Jan. 27/10.

Jan. 27/10.

National B. of China

\$20.

\$101.

China Light & P. Co.

\$10.

\$6, sales

China Provident

\$10.

\$94, sales

Cotton Mills

\$50.

Tls. 68.

Hongkong

\$10.

International

\$78.

Tls. 61.

Leon Kung Mow

\$100.

\$6, sellers

Soyches

\$600.

Tls. 270, sellers

Dairy Farm

\$6.

\$16.75, sellers

Docks and Wharves

\$50.

\$57, buyers

H. & W. Dock

\$50.

\$96, sellers

New Amoy Dock

\$83.

\$10, sellers

Shanghai Dock

\$100.

Tls. 73.

Shai & Wharf

\$100.

Tls. 204.

Fenwick & Co. Geo.

\$25.

\$14.

Green Island Cement

\$10.

\$11, buyers

Hongkong & C. Gas

\$10.

\$175, buyers

Hongkong Electric

\$10.

\$16.

Hongkong Hotel Co.

\$50.

\$100, buyers

Hongkong Hope Co.

\$10.

\$26.

Insurances

\$60.

\$242, sellers

China Fire

\$20.

\$85, buyers

China Traders

\$25.

\$11, buyers

Hongkong Fire

\$50.

\$830.

\$25.

\$11, 57, sellers

Yangtze

\$100.

\$140, buyers

Land and Building

\$100.

\$194, sales

Humphrey's Estate

\$10.

\$10, sellers

Kowloon Land & B.

\$10.

Tls. 101, sales

West Point Building

\$50.

\$48, buyers

Mining

\$250.